AFTER STRENUGUS SERVICE

Competitors Outrum by War-Scarred Veteran of Many Campalgins, 50,000 Soldiers See Classic. in every motor transport Nazaire, and every town limits of Base Section No. for which that well-known

In the first race, one mile against time in a field of ten starters, the little car finished second with a time of 53.4 seconds. It won the second race, twenty-one miles, free for all, with eighteen starters, showing 21 minutes 4 seconds for the distance and beating cars considerably larger and usually regarded as more powerful.

"The second day's racing turned out a large crowd to cheer for the little white racer with its red "N" in a circle. The first race of the second day was at fourteen miles for light cars only. The Nantes entry won easily; time 13 minutes 19.4 seconds. The next race was a forty-nine-mile

DELIVERY CAR WINS BIG RACE | Over this distance the rough surface ARMY TRUCK DRIVERS

over this distance the rough surface of the course had a chance to make itself feit, and one of the entrants turned over, killing its mechanician and injuring its driver. The race was won by a composite car. Our Nantes entry finished second; time 46.01.

"The third day of the race meet promised a double winning. The first event was a mile against time for light cars only, and this proved easy for Park '767's' entry, the time being lifty seconds flat. The final was a free for all with officers driving at forty-nine miles. The earlier races had been run with enlisted men at the

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THE new patented feature, the Philos Retainer, is a thin sheet of If I new patented leature, the ranke iterative, is a thin sheet of slotted hard rubber, which is placed flat against the active material of each positive plate. In any battery this active material tends to disintegrate and fall on. The faster this occurs, the quicker the battery wears out. Although the slots in the Philos Retainer are so numerous that they allow the free passage of acid and current, each slot is so narrow that the Retainer is, in effect, a solid wall which holds the netive material firmly in place.

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"While committees and societies are busying themselves to find jobs for returned soldiers, there is one class of soldiers who do not need any help." They are actually being sought after, says Mr. A. C. Burch, sales manager of the Clyde Cars Company, Cylde, Obto.

"The absolute necessity of keeping the trucks going has been so thoroughly drilled into them, that better care purpose.

"And the fact that the solutions and the fact that the solution of th

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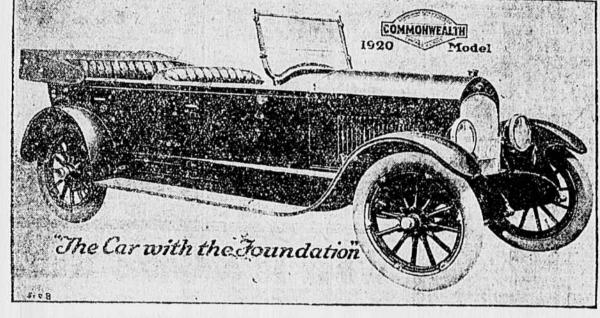


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Front System Overhaul Operation No. 167

> The front system of the Ford car takes in front axle. spring, steering connecting rods, wheels and front radius rod.

Lack of proper lubrication and hard usage wear out the parts composing the front system, the direct results of which are premature wear of tires, hard steering, broken springs, broken wheel bearings, steering, broken springs, broken wheel bearings, loose bolts, etc. Any of these may contribute to a serious accident.

A front system overhaul is really inexpensive, and considered from a safety standpoint, no owner ought to drive or let others drive a car needing an overhaul of this kind.

When we overhaul a front system the procedure is as

The front end of the car is hoisted and front axle, spring, steering connecting rods, wheels and front radius rod are removed from chassis.

All parts are disassembled, thoroughly cleaned and inspected, down to the last boit and nut. All worn parts, where wear cannot be taken up, are replaced by new ones. All broken parts are similarly replaced. Spindle bodies and arms are rebushed and reamed, if necessary.

The steering arm connecting rod ball caps are brought

up snug when assembled. Front hubs are packed with grease before wheels are placed back on axle, and bearings are then ad-

Front spring and perches are rebushed, if necessary All spring leaves are freed from rust, oiled and reassembled.

The front system is now assembled to chassis and radius rod ball socket attached with relation to its bearing surface. The front axle is tilted at the correct angle and front

wheels properly aligned. The job is now complete and our labor charge for this

work is \$5.00, necessary parts extra. WE USE GENUINE FORD PARTS EXCLUSIVELY. Drive carefully. Avoid bad bumps or chuck holes.

These are the cause of spring breakage and the ruin of front wheel bearings. Avoid hitting curb.

This causes misalignment of front wheels and

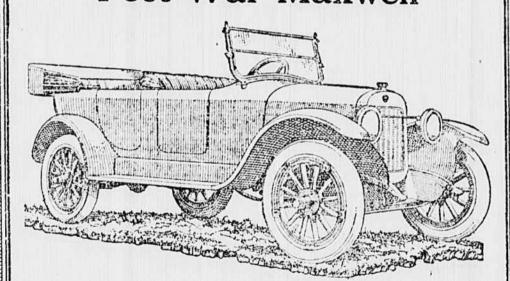
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uneven wear of front tires. Oil your spring leaves. It will prolong the life of the car as well as the springs and make for easier riding. At least once a week drop oil in oil cups in front system, 8 in all. Then adjust front wheel bearings on an average of twice monthly. At the same time see that the bearings are sufficiently packed with cup grease. It is better to have too much than not enough.

If you will follow out these instructions you will seldom need our services.

A Feast to the Eye is the Post-War Maxwell



NOTED artist, whose income is sufficient to provide him with a Rolls-Royce, took one look at the Post-War Maxwell and remarked: "It's a sun-down!" Which is art slang for saying, "It's a beauty."

This artist then went to the telephone and placed his order for one.

But the real great beauty of the Post-War Maxwell was hidden from the eye of this noted artist.

He did not know about the vast improvements made in the chassis, how the electric system has been perfected, how a heavier and masterly rear axle has been used, how Hot Spot and Ram's-horn have given the engine a new efficiency, how the emergency brake has been set up on the transmission shaft, nor a score of others that would make a "mechanical mind" forget his dinner.

It's a greater Maxwell than any of the 300,000 of the same type that grace the highways of the world.

Though a respectable sum has been added in value, the price is only \$985 More miles on tires f. o. b. Detroit.



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